

# PROJECT SUMMARY

I-90

Westbound from Rushmore to Worthington & eastbound from Worthington to Hwy 264

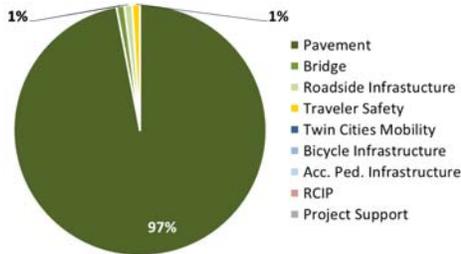
Bridge 53815, &, 53816  
State Project No. 5380-133



## Primary Purpose:

Performance-based Need: Pavement Condition

## Investment Category:



## Project Description:

This project includes resurfacing the eastbound and westbound lanes of I-90 from Hwy 60 in Worthington to Rushmore. The type and thickness for the resurfacing have yet to be determined. The project will also include lighting replacement, drainage repairs and possibly some bridge repairs as well.

## Recent Changes and Updates

The upgrade to replace end posts for bridges #53815 and #53816 was added in order to meet current guardrail safety standards.

To balance the construction workload, it was decided to build the project in late 2016 making it an FY 17 Early Let-Late Award, or ELLA, project.

## Project History:

This project for resurfacing west of Hwy 60 was scoped in 2012 for a potential 2016 letting. The project was deferred indefinitely due to a lack of funding.

The resurfacing project for east of Hwy 60 was scoped in 2014 for a potential 2018 letting. The resurfacing project for west of Hwy 60 was moved back into the program in FY 2017 because additional funds were made available from savings on other projects. Both projects were combined to realize some project delivery and scale efficiencies.

## Total Project Cost Estimate (millions)

Date in which the project entered into the STIP: 2014

	<u>Baseline Est.</u>	<u>Current Est.</u>
Construction Letting:	\$ 9.6	\$ 9.7
Other Construction Elements:	\$ 0.7	\$ 0.7
Engineering:	\$ 1.9	\$ 1.9
Right of Way:	\$ 0.0	\$ 0.0
<b>Total:</b>	<b>\$ 12.2</b>	<b>\$ 12.3</b>

*Construction cost estimates are adjusted to the mid-year of construction, using inflation rates provided by OTSM.*

## Key Cost Estimate Assumptions:

Assuming the following pavement fixes, which are subject to change: the westbound lanes will have a bituminous overlay and ultrathin bonded wearing course, while the eastbound lanes will have a 2" mill and bituminous overlay.

## Project Risks:

MnDOT's alternate bid policy is under revision. It is unknown at this time if this project will be an alternate bid candidate, if the decision is made to use alternate bidding, cost and schedule will be impacted.

## Schedule:

Environmental Approval Date: Pending Approval  
Municipal Consent Approval Date: Not Needed  
Geometric Layout Approval Date: Not Needed  
Construction Limits Established Date: Not Needed  
Original Letting Date: 10/28/2015  
Current Letting Date: 03/25/2016  
Construction Season: 2016  
Estimated Substantial Completion: 12/01/2016



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**Revised Date:** 12/15/2015